

THE WEEKLY OF BUSINESS AVIATION

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TOM SMITH NAMED FAIRCHILD AIRCRAFT PRESIDENT

Thomas J. Smith, president of Mooney Aircraft Corp. for the past seven years, will move to Fairchild Aircraft Corp., San Antonio, Tex., as president June 1. Smith joined Mooney, which is located in Kerrville, Tex., in 1973 and served as vice president-engineering and manufacturing and vice president-operations before being named president of the company in 1977. Chuck Husick, a senior vice president of Fairchild Industries, has been serving as acting president of Fairchild Aircraft since early April, following the reassignment of former FAC President Anthony J. (Tony) Spuria to other duties (*BA, April 9/114*).

NTSB RECOMMENDS 'IMPLIED CONSENT' ALCOHOL TESTING FOR PILOTS

National Transportation Safety Board has recommended that FAA adopt "implied consent" regulations which would require that pilots submit to toxicological testing for alcohol as a condition of issuance of an airman certificate. That recommendation, along with six others, resulted from a board study of alcohol involvement in aviation accidents for the period 1975-1981 (*BA, Feb. 27/68*).

The board's study showed that 10.5 percent of pilots fatally injured in general aviation accidents during the period "had some level of alcohol in their bodies." The board said that finding "is cause for concern. Any level of alcohol in aviation is unacceptable." NTSB also said that 6.4 percent of the conclusive alcohol tests (4 of 47 tests) made on fatally injured pilots in scheduled Part 135 accidents were positive while 7.4 percent of such tests involving on-demand air taxis (12 of 162 tests) were positive.

NTSB said positive test results "were found among pilots of all ages and all certification levels who were involved in fatal accidents. Even pilots with high numbers of flight hours had positive tests for alcohol, indicating that experience cannot compensate for the effects of alcohol. It also indicates that some pilots do not take seriously the prohibitions against mixing alcohol and flying, and they may not understand the consequences of ignoring these prohibitions."

The board recommended that FAA "issue a rule defining the blood alcohol concentration level that constitutes 'under the influence' at the lowest possible level consistent with the capability of testing equipment to measure any ingested alcohol." While that recommendation does not suggest a specific level, earlier discussion by board members indicated that a blood alcohol level of 0.01 percent is about the lowest generally detectable level of alcohol. In calling for adoption of such a standard, along with an implied consent regulation, NTSB said the present standards—no drinking within eight hours of flying an aircraft and no flying while under the influence of alcohol—cannot be enforced. Recommendations are printed on the back of Page 154.

SUPREME COURT REFUSES TO HEAR PIPER LIABILITY CASE

U.S. Supreme Court, in a decision that raises questions about the use in aircraft liability cases of safety bulletins issued by aircraft manufacturers, has refused to hear an appeal by Piper in a case involving the fatal crash of a Piper Aztec in New Mexico in 1975. The Supreme Court's action permits lower court decisions against Piper to stand. Lower courts blamed a small spring in the aircraft's pitch trim control system for the accident.

(Continued on the following page)

BUSINESS/PERSONAL AIRCRAFT INDUSTRY - APRIL UNIT SHIPMENTS

				April	Cal.	Fisc.	
				84	Year	Year	
BEECH AIRCRAFT CORP.							
• Single-Engine							
BE-77	Skipper	0	0	1			
BE-C23	Sundowner	1	4	7			
BE-C24R	Sierra	0	1	1			
BE-F33A	Bonanza	2	9	12			
BE-V35B	Bonanza	1	2	2			
BE-A36	Bonanza	6	39	58			
BE-B36TC	Bonanza	7	21	37			
• Multi-Engine							
BE-B55	Baron	0	3	7			
BE-E55	Baron	1	2	2			
BE-58	Baron	4	16	26			
BE-58TC	Baron	0	0	1			
BE-58P	Baron	2	8	10			
BE-76	Duchess	0	0	1			
BE-B60	Duke	0	0	0			
BE-C99	Airliner	1	4	12			
BE-C90-1	King Air	4	6	8			
BE-F90-1	King Air	0	4	11			
BE-B100	King Air	0	0	0			
BE-200	Super King Air	4	16	31			
BE-200C	Super King Air	0	0	1			
BE-300	Super King Air	1	1	1			
BE-200T	Super King Air	0	2	3			
BE-1900C	Commuter	2	8	8			
TOTAL		36	146	240			
Manufacturers net billing - \$25,077,780							
BRITISH AEROSPACE							
• Multi-Engine							
BAe	Jetstream 31	1	5	8			
HS-748		0	0	3			
BAe 146-100		0	1	4			
BAe 146-200		0	1	2			
HS-125-700	Model A	0	1	3			
HS-125-700	Model B	2	3	5			
HS-125-800	Model A	1	1	1			
HS-125-800	Model B	0	0	0			
TOTAL		4	12	26			
(Exports: 1 Jetstream to Australia)							
PILATUS BRITTEN-NORMAN LTD.							
• Multi-Engine							
BN-2	Islander	0	1	4			
BN-2T	Islander	0	2	8			
Mark III	Trislander	0	1	2			
TOTAL		0	4	14			
CANADAIR LIMITED							
• Multi-Engine							
CL-600	Challenger	0	1	1			
CL-601	Challenger	0	4	12			
TOTAL		0	5	13			
CESSNA AIRCRAFT CO.							
• Single-Engine							
CE-152		14	22	23			
CE-A152	Aerobat	0	0	1			
CE-172	Skyhawk	15	54	94			
CE-172	Cutlass	1	4	7			
CE-172RG	Cutlass	0	3	13			
CE-182	Skyline	7	21	41			
CE-122	Turbo Skyline	0	1	1			
CE-182RG	Skyline RG	3	7	13			
CE-182RG	Turbo Skyline RG	0	7	7			
CE-185	Skywagon	1	8	14			
CE-U206	Stationair 6	1	16	24			
CE-TU206	Turbo Stationair 6	4	10	15			
CE-208	Stationair 8	1	5	8			
CE-TU208	Turbo Stationair 8	0	0	1			
CE-210	Centurion	4	12	17			
CE-T210	Turbo Centurion	6	23	27			
CE-P210	Pressurized Centurion	1	8	22			
CE-188	AgHusky	0	1	2			
CE-188	AgTruck	2	3	4			
• Multi-Engine							
CE-303	Crusader	0	10	18			
CE-335		0	0	0			
CE-340		1	6	7			
CE-402		0	3	7			
CE-404	Titan	0	0	0			
CE-414	Chancellor	3	8	10			
CE-421	Golden Eagle	0	2				
CE-425	Conquest I	4	7				
CE-441	Conquest II	0	2	1			
CE-500	Citation I	0	0	2			
CE-550	Citation II	6	12	22			
CE-650	Citation III	5	13	20			
CESSNA/REIMS AVIATION							
• Single-Engine							
CE-F152					1	2	2
CE-F152	Aerobat				0	0	4
CE-F172	Skyhawk				1	3	4
CE-FR172	Hawk XP				0	0	0
CE-F182	Skyline				0	0	0
CE-F182RG	Skyline RG				0	0	0
TOTAL					81	273	460
Manufacturers net billing - \$51,692,581							
AVIONS-MARCEL DASSAULT							
• Multi-Engine							
AD-My.10	Falcon				0	0	0
AD-My.20	Falcon				0	0	1
AD-My.200	Falcon				0	1	3
AD-My.50	Falcon				1	6	6
TOTAL					1	7	10
DEHAVILLAND AIRCRAFT OF CANADA							
• Multi-Engine							
DHC-5					0	0	0
DHC-6					0	3	4
DHC-7					0	5	7
TOTAL					0	8	11
EMBRAER							
• Single-Engine							
EMB-200					0	0	5
EMB-201	Ipanema				2	5	9
EMB-710	Carioca (PA-28-235 Dakota)				0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)				1	5	10
EMB-712	Tupi (PA-28-181 Archer II)				1	2	3
EMB-720	Minuano (PA-32-310 Saratoga)				1	3	4
EMB-721	Sertanejo (PA-32R-301 Saratoga)				1	3	3
• Multi-Engine							
EMB-110	Bandeirante				0	4	13
EMB-121	Xingu				0	0	2
EMB-810D	Seneca II				2	9	15
EMB-820	Chieftain				0	1	1
TOTAL					8	32	66
FAIRCHILD AIRCRAFT CORP.							
• Multi-Engine							
Merlin III-C					1	2	7
Merlin IV-C					1	2	3
Metro III					1	4	16
Expediter					0	0	5
TOTAL					3	8	31
Manufacturers net billing - \$5,078,000							
GATES-LEARJET							
• Multi-Engine							
LR-250					0	0	1
LR-29					0	0	1
LR-35A					0	0	8
LR-36A					0	0	0
LR-55					2	5	16
TOTAL					2	5	26
GULFSTREAM AEROSPACE							
• Single-Engine							
GR-1159A	Gulfstream III				1	11	20
AE-840	Turbo Commander				0	0	1
AE-900	Commander 900				0	1	10
AE-980					0	0	0
AE-1000					0	1	4
TOTAL					1	13	35
Manufacturers net billing - \$11,076,000							
ISRAEL AIRCRAFT INDUSTRIES							
• Multi-Engine							
1124	Westwind 1				0	2	8
1124A	Westwind 2				0	1	9
TOTAL					0	3	17

			April 84	Cal. Year	Fisc. Year				April 84	Cal. Year	Fisc.† Year
LAKE AIRCRAFT											
• Single-Engine						• Multi-Engine					
LA-4-200EP						PA-23-250 Aztec					
LA-250 Renegade						PA-31-310 Navajo					
TOTAL						PA-31-325 Navajo C/R					
Manufacturers net billing - \$480,605						PA-31-350 Chieftain					
						PA-31P-350 Mojave					
						PA-31T-501T Cheyenne I					
						PA-31T-501T Cheyenne IA					
						PA-31T-620 Cheyenne II					
						PA-31T2-620 Cheyenne II XL					
						PA-42-720 Cheyenne III					
						PA-42-720 Cheyenne IIIA					
						PA-34-220T Seneca III					
						PA-44-180 Seminole					
						PA-44-180T Turbo Seminole					
						PA-600A Aerostar					
						PA-601B Aerostar					
						PA-601P Aerostar					
						PA-602P Aerostar					
						PA-700P Aerostar					
						PA-T1020					
						PA-T1040					
TOTAL						TOTAL					
Manufacturers net billing - \$172,700						Manufacturers net billing - \$12,647,200					
MAULE AIRCRAFT											
• Single-Engine						• Multi-Engine					
M-5-180C						PA-23-250 Aztec					
M-5-200						PA-31-310 Navajo					
M-5-235C Lunar Rocket						PA-31-325 Navajo C/R					
M-6-235						PA-31-350 Chieftain					
TOTAL						PA-31P-350 Mojave					
Manufacturers net billing - \$172,700						PA-31T-501T Cheyenne I					
						PA-31T-501T Cheyenne IA					
						PA-31T-620 Cheyenne II					
						PA-31T2-620 Cheyenne II XL					
						PA-42-720 Cheyenne III					
						PA-42-720 Cheyenne IIIA					
						PA-34-220T Seneca III					
						PA-44-180 Seminole					
						PA-44-180T Turbo Seminole					
						PA-600A Aerostar					
						PA-601B Aerostar					
						PA-601P Aerostar					
						PA-602P Aerostar					
						PA-700P Aerostar					
						PA-T1020					
						PA-T1040					
TOTAL						TOTAL					
Manufacturers net billing - \$50,877						Manufacturers net billing - \$12,647,200					
MITSUBISHI											
• Multi-Engine						• Multi-Engine					
Solitaire						SBJ-CS-7 Skyvan					
Marquise						SD-3-30					
Diamond						SD-3-60					
TOTAL						TOTAL					
* MAI delivered four Diamonds in March.						Manufacturers net billing - \$12,647,200					
MOONEY AIRCRAFT CORP.											
• Single-Engine						• Multi-Engine					
M-20J 201						SBJ-CS-7 Skyvan					
M-20K 231						SD-3-30					
TOTAL						SD-3-60					
(Exports: 1 231 to Switzerland)						TOTAL					
						Manufacturers net billing - \$12,647,200					
PIPER AIRCRAFT CORP.											
• Single-Engine						• Multi-Engine					
PA-18-150 Super Cub						SBJ-CS-7 Skyvan					
PA-38-112 Tomahawk						SD-3-30					
PA-28-161 Warrior						SD-3-60					
PA-28-181 Archer II						TOTAL					
PA-28-236 Dakota						Manufacturers net billing - \$12,647,200					
PA-28RT-201 Arrow IV											
PA-28RT-201T Turbo Arrow IV											
PA-32-301 Saratoga											
PA-32-301T Turbo Saratoga											
PA-32R-301 Saratoga SP											
PA-32R-301T Turbo Saratoga SP											
PA-46-310P Malibu											
PA-36-375 Pawnee Brave											
TOTAL						TOTAL					
Manufacturers net billing - \$12,647,200						Manufacturers net billing - \$12,647,200					
SHORT BROTHERS LTD.											
• Multi-Engine						• Multi-Engine					
SBJ-CS-7 Skyvan						SBJ-CS-7 Skyvan					
SD-3-30						SD-3-30					
SD-3-60						SD-3-60					
TOTAL						TOTAL					
Manufacturers net billing - \$12,647,200						Manufacturers net billing - \$12,647,200					
SINGLE-ENGINE											
MULTI-ENGINE											
GRAND-TOTAL											
						146 509 884					
						79 310 641					
						225 819 1,525					

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	April			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	36	40	58	146	121	255	240	223	533
British Aerospace	4	1	2	12	6	8	26	13	18
Britten-Norman	0	1	2	4	2	10	14	8	18
Canadair	0	*	*	5	*	*	13	*	*
Cessna	81	104	170	273	410	896	460	747	1,822
Dassault	1	3	2	7	10	26	10	31	43
DeHavilland	0	*	*	8	*	*	11	*	*
Embraer	8(2)	4(0)	25(7)	32(9)	29(9)	78(25)	66(29)	62(23)	126(32)
Fairchild	3	0	0	8	4	18	31	23	54
Gates	2	3	5	5	10	31	26	38	75
Gulfstream	1	3	14	13	19	29	35	50	73
Israel	0	0	4	3	2	14	17	2	23
Lake	4	3	0	8	9	3	18	17	13
Maule	4	5	4	6	13	13	9	22	20
Maule Air Inc.	1	*	*	6	*	*	8	*	*
Mitsubishi	0	3	0	7	14	5	17	36	17
Mooney	13	11	15	43	43	74	91	94	146
Piper	67	60	121	219	252	433	410	519	902
Short	0	2	0	14	6	0	23	9	5
TOTAL	225	239	404	819	931	1,842	1,525	1,856	3,800

Parentheses show actual Embraer deliveries, not including aircraft kits.

† Fiscal year October 1 - September 30.

* Figures not available.